

SECURITY INFORMATION
CENTRAL INTELLIGENCE AGENCY

REPORT NO.

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COUNTRY USSR (Ukrainian SSR)

DATE DISTR. 7 March 1952

SUBJECT Aircraft Engine Plant No 478 at Zaporozhe

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ACQUIRED [REDACTED]

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SUPPLEMENT TO
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1. Aircraft Engine Plant No 473, formerly designated Plant No 29, some hundred yards east of the station in Zaporozhye (47°49'N/35°11'E). Of the five test stands under construction only one or two were completed by October 1947. Production was already under way and many engines to be tested were stored at the test stands. [redacted] observed 7-cylinder radial engines and 14-cylinder double-row radial engines. Eight to ten engines were tested every day by October 1947. Of the three shifts worked at the plant, the day shift had a work force of 1,500 to 1,600 Soviets and 150 to 200 Poles, not counting construction laborers.
2. [redacted] an air force general was director of the plant. Radial engines with a diameter of about 1.5 meters were observed at the test stands. Jet aircraft with one power plant at each wing were repeatedly seen over the plant. [redacted] was not able to give a description of these aircraft.
3. [redacted] the carpentry shop produced two different types of boxes: 1.5 x 1 x 1 meter crates for undetermined purposes, and 1 x 1 x 1 meter boxes in which aircraft engines were packed. The latter boxes had iron bands on their sides and on their covers, these bands being arranged in such a way that the iron bands on the cover could be screwed to the iron bands on the side, thus allowing the boxes to be used over and over again. The plant worked three shifts; and, not counting construction workers, employed a total of 1,500 to 2,000 Soviets, 40 percent of whom were women.
4. [redacted] about 2,000 Soviets, 70 percent of whom were women, worked three shifts at the plant. Among them were Ukrainians, Turkmens, Caucasians, Tartars and White Russians of the following age groups: boys, 14 to 18 years old; men 40 to 60 years old; and women 16 to 30 years old.

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work at the plant had been done in three shifts since summer 1947. From October 1949 on the plant employed 1,000 to 15,000 Soviets, 30 percent of whom were women. In addition, from 1944 to 1945, there were 1,200 PW's doing construction work; from 1946 to 1947 there were 200 PW's installing machines, and from 1947 to October 1948 the plant employed 60 to 70 PW specialists. The plant manufactured radial engines, allegedly double-row radial engines. The boxes for these engines were 1.60 x 1.70 x 1.60 meters. Between summer and late 1947 the plant produced a total of 30 aircraft engines, and from January to October 1948 the plant's total production was 150 to 200 aircraft engines. [REDACTED] supported this statement by the fact that the shipping boxes were stored at one place and that they were handled by PWs who discussed their work performance in the PW Camp. [REDACTED] reported the production of motors for BMW motorcycles, but he was not sure of the correctness of this statement. *

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* Comment. In agreement with other reports this information indicates the production of 7-cylinder or 14-cylinder radial or double-row radial engines, at least for the first post-war years. As motors of type ASH-21 and ASH-52 have many identical parts, it would be possible for both of these two engines to have been manufactured at the plant. The present report does not contain any indications that jet engines were produced at the plant by November 1949.

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